

**2006**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**145**  
City of Franklin

Information in this report is included in Report  
**87**  
(Southampton County)

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

### Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Franklin

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 58 Clay Street	From: WCL Franklin To: City of Franklin	1.18	3100	F	98%	1%	0%	1%	0%	0%	F	0.103	F	0.514	3500	F
Bus 58 Clay Street	From: Hunterdale Rd To: City of Franklin	0.58	4300	F	98%	1%	0%	1%	0%	0%	F	0.1	F	0.562	4900	F
Bus 58 Clay Street	From: Homestead Rd To: City of Franklin	0.35	3700	F	98%	1%	0%	1%	0%	0%	F	0.096	F	0.625	4200	F
Bus 58 Clay Street	From: Lee St To: City of Franklin	0.16	2700	F	98%	1%	0%	1%	0%	0%	F	0.098	F	0.805	3000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5000	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.642	5500	F
Bus 58 Clay Street	From: Gardner St To: City of Franklin	0.17	2600	G	98%	1%	0%	1%	0%	0%	F	NA			3000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4200	G	97%	1%	1%	0%	0%	0%	F	NA			4700	G
Bus 58 4th Avenue	From: High St To: City of Franklin	0.26	2200	F	98%	1%	0%	1%	0%	0%	F	0.087	F	0.583	2500	F
Bus 58 Mechanic Street	From: Mechanic St To: City of Franklin	0.10	3700	F	98%	1%	0%	1%	0%	0%	F	0.095	F	0.697	4300	F
Bus 58 Bus 258	From: Second Ave To: City of Franklin	0.19	10000	F	98%	1%	0%	1%	0%	0%	F	0.088	F	0.599	12000	F
Bus 58 Lee Street	From: ECL Franklin To: City of Franklin	0.16	1600	F	97%	1%	1%	0%	1%	0%	F	0.116	F	0.713	1700	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4200	G	97%	1%	1%	0%	0%	0%	F	NA			4700	G
Bus 58 High Street	From: High St To: City of Franklin	0.27	2300	F	97%	1%	1%	0%	1%	0%	C	0.097	F	0.68	2500	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5000	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.642	5500	F
Bus 258 South Street	From: Bus 58 Fourth Ave To: City of Franklin	0.28	5100	F	98%	0%	1%	0%	0%	0%	C	0.09	F	0.524	5500	F
Bus 258 South Street	From: College Drive To: City of Franklin	0.25	9700	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.507	10000	F
Bus 258 South Street	From: Bank Street To: City of Franklin	0.35	8700	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.532	9400	F
Bus 258 South Street	From: Roosevelt Street To: City of Franklin	0.15	8600	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.541	9200	F
	From: Oak Street															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 258 South Street	From: Oak Street To: City of Franklin	0.16	7700	F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.535	8200	F
Bus 258 South Street	From: Pretlow Street To: City of Franklin	0.21	6500	F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.566	7000	F
Bus 258 South Street	From: High Street To: City of Franklin	0.16	4100	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.561	4400	F
Bus 258 Main Street	From: Main Street To: City of Franklin	0.29	3700	F	98%	0%	1%	0%	1%	0%	C	0.085	F	0.539	4000	F
Bus 258 Second Avenue	From: Second Avenue To: City of Franklin	0.12	6300	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.608	6800	F
Bus 258	From: Bus US 58 Mechanic Street To: US 258	0.19	10000	F	98%	1%	0%	1%	0%	0%	F	0.088	F	0.599	12000	F
Bus 58	From: ECL Franklin To: City of Franklin															



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2Axle 3+Axle 1Trail 2Trail																		
City of Franklin																		
① North Dr	0.08	870	From:	Hunterdale Rd								C	0.123	F	0.566	930	F	2006
			To:	Crescent Dr														
③⑨① Oak Street	0.51	990	From:	Morton St								F	0.205	F	0.552	1100	F	2006
			To:	South St														
③⑨② Maplewood St	0.47	950	From:	Thomas St								F	0.129	F	0.570	1000	F	2006
			To:	Washington St														
③⑨③ Pretlow St	1.12	2000	From:	SCL Franklin									0.097	F	0.578	2100	F	2006
			To:	Morton St														
③⑨③ Pretlow St	0.15	3000	From:									C	0.090	F	0.526	3300	F	2006
			To:															
③⑨③ Pretlow St	0.07	3300	From:	.15 MN Morton St								C	0.090	F	0.519	3500	F	2006
			To:															
③⑨③ Pretlow St	0.32	3100	From:	Laurel St								F	0.088	F	0.526	3400	F	2006
			To:	South St														
③⑨④ Armory Dr	0.70	13000	From:	WCL Franklin								F	0.088	F	0.540	14000	F	2006
			To:	Bailey Dr														
③⑨④ Armory Dr	0.44	15000	From:									F	0.093	F	0.512	16000	F	2006
			To:	College Dr														
③⑨④ Armory Dr	0.56	8000	From:									C	0.097	F	0.509	8500	F	2006
			To:	Gardner St														
③⑨④ Armory Dr	0.09	8200	From:									F	0.095	F	0.503	8800	F	2006
			To:	Second Ave														
③⑨④ Second Ave	0.23	8000	From:	Armory Dr								F	0.095	F	0.507	8600	F	2006
			To:															
③⑨④ Second Ave	0.15	6300	From:	High St								C	0.096	F	0.535	6700	F	2006
			To:	US 258 Main St														
③⑨⑤ High St	0.15	250	From:	Magnolia St								F	0.121	F	0.594	270	F	2006
			To:															
③⑨⑤ High St	0.06	380	From:	Birch St								C	0.117	F	0.556	410	F	2006
			To:															
③⑨⑤ High St	0.30	3400	From:	South St								F	0.094	F	0.534	3700	F	2006
			To:	2nd St														
③⑨⑤ High St	0.10	3500	From:	2nd Ave								F	0.097	F	0.517	3800	F	2006
			To:															
③⑨⑤ High St	0.20	3900	From:	US 58 4th Ave								C	0.095	F	0.621	4200	F	2006
			To:	US 58 P; Lee St														
③⑨⑤ High St	0.19	4000	From:	Beaman St								F	0.095	F	0.61	4300	F	2006
			To:															
③⑨⑤ High St	0.39	3200	From:	Homestead Rd								C	0.098	F	0.57	3400	F	2006
			To:	Homestead Dr														
③⑨⑤ High St	1.37	2000	From:	Fairview Rd								F	0.104	F	0.585	2200	F	2006
			To:	Fairview Dr														
③⑨⑦ College Dr	0.19	7000	From:	NCL Franklin								C	0.092	F	0.511	7500	F	2006
			To:	South St														
③⑨⑦ College Dr	0.19	7000	From:									C	0.092	F	0.511	7500	F	2006
			To:	Maplewood Ave														

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							2Axle	3+Axle	1Trail	2Trail								
City of Franklin																		
3907	College Dr	0.28	8000	From:	Maplewood Ave								0.097	F	0.515	8600	F	2006
				To:														
3907	College Dr	0.14	8000	From:	Armory Dr								0.092	F	0.508	8600	F	2006
				To:														
3907	College Dr	0.62	9900	From:	SR 379 Stewart Dr								0.097	F	0.545	11000	F	2006
				To:														
3907	College Dr	0.12	9900	From:	Sycamore Rd								0.096	F	0.544	11000	F	2006
				To:														
3907	Hunterdale Rd	0.19	9400	From:	Clay St Bus US 58 Clay St								0.096	F	0.562	10000	F	2006
				To:														
3907	Hunterdale Rd	0.60	5200	From:	Fairview Dr								0.093	F	0.622	5600	F	2006
				To:														
3907	Hunterdale Rd	0.71	4300	From:	North Dr								0.099	F	0.553	4700	F	2006
				To:														
3909	Roosevelt St	0.19	510	From:	NCL Franklin South St								0.115	F	0.598	550	F	2006
				To:														
3910	Homestead Rd	0.42	500	From:	Maplewood Ave Clay St								0.123	F	0.705	530	F	2006
				To:														
3911	Gardner St	0.22	820	From:	High St Armory Dr								0.115	F	0.591	880	F	2006
				To:														
3911	Gardner St	0.07	890	From:	Charles St Charles Street								0.113	F	0.548	950	F	2006
				To:														
3912	Fairview Dr	0.25	5100	From:	US 58 Bus; Clay St Hunterdale Rd								0.099	F	0.568	5500	F	2006
				To:														
3912	Fairview Dr	0.66	4400	From:	Crescent Dr High St								0.101	F	0.699	4700	F	2006
				To:														
3913	Southampton Rd	0.21	310	From:	Clay St Cypress Ave								0.114	F	0.57	340	F	2006
				To:														
3914	Banks St	0.38	3400	From:	Morton St South St								0.089	F	0.559	3600	F	2006
				To:														
3915	Morton St	0.30	1500	From:	Banks St Oak St								0.107	F	0.589	1600	F	2006
				To:														
3915	Morton St	0.23	1400	From:	Oak Street Pretlow St								0.092	F	0.525	1500	F	2006
				To:														
3916	Crescent Dr	0.66	750	From:	Fairview Dr North Dr								0.131	F	0.563	800	F	2006
				To:														
	Beamen St		110	From:	High Street								0.112	F		120	F	2006
				To:														
	Bruce St		1000	From:	Fontaine Street South St								0.104	F		1100	F	2006
				To:														
	Delk St		950	From:	Cool Spring St South St								0.127	F	0.556	1000	F	2006
				To:														

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City of Franklin																
Fontaine St		130	F			From:	Beamen St				0.120	F		130	F	2006
						To:	Norfleet St									
Forest Pine Rd		1100	F			From:	Homestead Rd				0.111	F		1100	F	2006
						To:	Crescent Dr									
Laurel St		470	F			From:	Bolling St				0.102	F		500	F	2006
						To:	Ashton Ave									
Magnolia Ave		80	F			From:	Hunterdale Rd				0.130	F		80	F	2006
						To:	Dead End									
Meadow Lane		150	F			From:	Clay St				0.110	F	0.543	160	F	2006
						To:	Sycamore Rd									
Old Sedley Rd		840	F			From:	Hunterdale Rd				0.099	F	0.576	910	F	2006
						To:	Myrtle Dr									
Park Circle		130	F			From:	Dead End				0.164	F		140	F	2006
						To:	Clay St									
Redwood Ave		70	F			From:	Roosevelt Street				0.136	F	0.571	80	F	2006
						To:	Wilson Street									
Robin Hood Rd		180	F			From:	Cypress Ave				0.130	F	0.708	190	F	2006
						To:	Pine Ave									
Robin Hood Rd		30	F			From:	WCL Franklin				0.294	F		30	F	2006
						To:	Elm St									
Walnut St		770	F			From:					0.115	F	0.589	830	F	2006
						To:	South St									